stern Contingent Will Proceed to Buffalo. where Final Arrangements Will Be Made for Start on Thursday-Hotel Accommodation for 350 Persons.

unual tour of the American eciation—Glidden and Deming is started last Thursday from cars leaving the Auditorium ay and running to Goshen, Ind. bey travelled from Goshen to esterday from Toledo to Cleve-will be spent in Cleveland and io journey to Buffalo will be The entrants who drove cars include: No. 1, N. H. Van Sicklen; Puffee; No. 6, Charles Y. Knight; Paulman; No. 19, Webb Jay, C. Henry Fosgate, all of the drivers go as far as Buffalo. The office touring committee has been m this city to Buffalo, where will be established to-morrow of the Buffalo Automobile Club. of the contestants and drivers committee and executive staff will be held at the Buffalo Autoon the day before the start of contest, Wedneday afternoon At this meeting there will be on of the checking system and

a will be answered, so that every ed with the tour will know exactly intest is to be administered and to guard against misunderstandoffered by Paul H. Deming, n of the A. A. A. touring committee, ourist section of the run, has been sent n Woods. It is to be awarded to participant, not competing for the Glidden trophy, who makes the Woods. It is a beautiful bronze The total number of entries our had reached seventy-one yesternoon, a number of applications numbers in the tour were received the committee has ruled that there no objection to allow such appliparticipate. This year's entry list than half again as large as was last while the representation of manufac-is much greater. Thirty-one different cars have been entered, of which e American and four imported.
White, with a White steamer, and irant, with a Maxwell runabout, will ilot cars and leave a trail of confetti them to mark the way for the tourists Buffalo to Bretton Woods. There will chind them to mark the way for the tourists rom Buffalo to Bretton Woods. There will job be other confetti cars sent out by the suffalo. Auburn and Utica automobile clubs, thile the advance car of the tour, in charge f J. Schreyer, advance agent, will leave unfalo to-morrow and proceed at an average f four days shead of the tour, marking the stire route with arrows and warning placards and completing the details of hotel and garage ecomodations. Complete hotel arrangements have been made for the entire party of boott 350 persons. At Three Rivers, Quebec, we steamer Three Rivers of the Richelieu ad Ontario Navigation Company will be ressed into service and at Jackman, Me, were will be a number of tents for the use the men of the tour, the hotels being inafficient to care for the whole party. Exta Fitch of the touring committee will be in arge of the encampment at Jackman. Many of the entrants are driving to Buffalo om New York and other points and all il rendezvous there on Wednesday, July 11, he Automobile Club of Buffalo will give a catre party that night, and at Auburn the llowing night the tourists will be taken for sail on the lake. Entertainments are also ing arranged at Utica and Saratoga. It is eley that there will be a dinner at Saratoga tye "Mudlarks," the organization of the revivors of the New York-Pittaburg endurce, zun of 1903. At Montreal an interesting ogramme is being made up for the tourists, are official guide book of the tour has been used and many of the perplexing turns are tured, so that the tourists will not be liable go, astray where they might do so without et pictured directions. Many of each day's une are also printed in the book, which natins the full and revised rules of the tour. One prominent automobile manufacturer to is interested in factories in Buffalo and

e prominent automobile manufacturer is interested in factories in Buffalo and oit is opposed to indiscriminate speed-over city streets and has caused the wing notice to be posted in both of his prices: "The newspapers are full of acts of automobile collisions with street railroad trains, vehicles and pedesis. All employees are instructed imtively to slow down with throttle upon ely approaching any railway or street way crossing, so that the car can be ight to a standstill within a few feet in of danger. You are also notified that law does not excuse collisions with vehible of the control of the cont

them. Driving through the streets of the city at illegal speed is prohibited."

F. S. K.—Best route from Hartford to Montreal. Go to Springfield along the east bank of the Connecticut River through East Bartford, South and East Windsor, Warebouse Point, Enfield, Thompsonville and Longmeadow. Go to Pittsfield by way of Westfield, Fairfield, Russell, Huntington, Chester, West Becket, East Lee, Lee and Lenox. Go to Troy through Hancock, Stephenson, Stephenson Center, West Stephenson, Alps, Glass House, Sand Lake, Wyantskill and Albia. Go to Saratoga through Waterford, Mechanicville, Maltaville, Maltavi

Automobile dealers and owners who suffer from the grafting propensities of chauffeurs seem to have forgotten the existence of the anti-tipping law, which received the support of all the automobile organizations at the time it was pending. Several arrests have been made under the law, but no automobilist has yet taken advantage of it to prosecute a grabbing chauffeur. Yet the provisions of the act provide explicitly for the punishment of just the sort of collusion that is common between chauffeurs and agents or garage keepers. To those who are unacquainted with this law the following excerpt will explain the situation:

ne situation:

ever gives, offers or promises to an

employee or servant any gift or gra
thatever, without the knowledge and

t of the principal, employer or master

h agent, employee or servant, with

to influence his action in relation to his agent, employee or servant, with influence his action in relation to his s, employer's or master's business; nt, employee or servant who without ledge and consent of his principal, or master, requests or accepts a ratuity, or a promise to make a gift an act beneficial to himself, under enent or with an understanding that ext in any particular manner to his s, employer's or master's business; employer's or master's business; employer so revent, who being d to procure materials, supplies or intensity of the procure of the principal, or master, receives directly or infor himself or for another, a complex control or bonus from the person es such sale or contract, or furning materials, supplies or other articles, person who renders such service or d any person who gives or offers ascent, employee or servant such on, discount or bonus shall be guilty the meanor and shall be punished by not less than ten dollars nor more hundred dollars, or by such fine apprisonment for not more than one

the old tires. Although they may aware of it they go on using their old one after they have discarded them in the form of rubber doormats at their as walkways along hotel corridors in the form of rubber doormats at their as walkways along hotel corridors in the steps of their cars, for all these of foods are made from the old tires, are ground up, melted and moulded arious articles in which great resiliant an essential.

SWEET MARIE WINS.

liverton's Withdrawal From Three Cornered Trot Gives Easy Victory to Mare. READVILLE, July 7.—'ille great three cor-nered trotting race between Sweet Marie, Wentworth and Tiverton was narrowed down to a dual contest between Sweet Marie, and Wentworth this afternoon over the Readville trotting course, as a result of Tiverton being drawn at the last moment or account of lameness, and Sweet Marie won in straight heats with comparative ease.

Soon after arriving at the track from Pough-keepsie last week Tiverton showed symptoms of favoring the hind ankle opposite to the of favoring the hind ankle opposite to the one he nearly broke down on last year. Trainer John Howell was in hopes that by careful nursing the gelding would round into shape to race. Instead, he grew worse, until it was necessary to call in the service of a doctor, and after a thorough examination the doctor ordered Tiverton to be given absolute rest as far as track work was conserved. Surfavorous Howell was informed. cerned. Furthermore Howell was informed that the gelding would not be in condition to be even jogged for at least three weeks, if an absolute breakdown was to be prevented.

The race developed into a disappointing contest, as Sweet Mërie showed that she was the superior of the Philadelphia gelding at contest, as Sweet Marie showed that she was the superior of the Philadelphia gelding at both setting pace and going away in the rear. The time for each mile was 2.07%, In the first heat the pair started off as if they were stepping a 2:14 mile, with the mare on the pole and Wentworth at her side. The trotters raced this way until coming into the stretch, when McCargo made an effort to outbrush the mare, but after trying found that McDonald's charge had a wonderful brush and he had to be astissed with being second. The intermediate times were: 33% seconds for the quarter; 1:65 for the half, 1:36 for the three-quarters and 2:07% for the full distance. In the second trip McCargo raced Wentworth to the front and at the quarter had two 'engths, which advantags was increased to three lengths going into the backstretch. McDonald called on the mare and at the half the pair were lapped. Swinging around in the last turn, both horses trotted as if they were stepping to pole, but just before rounding into the homestretch Sweet Marie gave her admirers a terrible scare by making a skip. McDonald got her together quickly, and after losing two lengths set out for the wire with her trotting with power and wonderful speed. She stepped by Wentworth at the seven-eighths and won eased up in 2:07%. The intermediate times for the mile were as follows; 31% seconds for the quarter, 1:03% for the half, 1:35% for the three-quarters and 2:07% for the mile.

By her victory Sweet Marie won the entire purse of 315,000, 37,500 of which was added to the side bets of the three owners by the New England Trotting Horse Breeders' Association, under whose auspices the race was held. There were 5,000 persons present, and all felt that Sweet Marie was the better of the pair.

The other two events on the card, 2:14 trot, proved interesting. The throw-

all felt that Sweet Marie was the better of the pair.

The other two events on the card, 2:14 trot and 2:12 trot, proved interesting. The throwing out of J. M. Johnson from the sulky in the latter class resulted in Lord Roberts running away and being stopped after making two circ. its of the track. Under the new rules of the track he won two races and was drawn in the third, which was won by Totara. Betty Brook won the opening race in the 2:14 trot, but the next two went to Grattan Bells.

Yachts Change Hands.

The auxiliary yawl Onawa has been sold The auxiliary yawl Onawa has been sold by C. T. Grantham of Hamilton, Canada, to Clarence Eagle of this city, through the office of Stanley M. Seaman. The Onawa was built in 1901 by the Electric Launch Company of Bayonne. N. J. She has been fitted out and delivered to Mr. Eagle and will be used in the vicinity of Sea Cirt.

The same agency has also sold the schooner yacht Zahra for John M. Cromwell to William M. Butler of Boston.

International Chess. Special Cable Despatch to THE SUN.

inal stage of the international chess masters'

AUTOMOBILE NOTES.

one saleman in ten understands his subject so thoroughly as to be always convincing in his effort to sell cars. Many expert salesmen lack the essential technical knowledge, while many others who are versed in automobile construction lack acquaintance with the psychology of salesmanship. To overcome these faults and to place Winton salesmen at an advantage, the Winton Motor Carriage Company has evolved an idea which will soon be not into operation. Commencing July 30 the company will conduct at its factory in Cleveland a school for salesmen. The term will continue a school for weeks and as much longer as may be required for the complete success of the instruc-tion. There will be two classes of students. The ales agencies, while the second will be comp select number of young men who aspire to be come salesmen. The course will comprise every branch of automobile information requisite to selling success. The theory of the gasolene auto-mobile will be first taught. Then will come inmonths will be his saught. Then will come in-struction covering the various forms of elements contained in present day automobiles, after which the students will take up the care and repair of motor cars as well as road work. Expert sales manship will be taught elaborately, and the school will get an opportunity to learn the advantages which salesmen enjoy through advertising and the follow up system.

Many attempts have been made to beat the automobile record between Chicago and New York city, of 58 hours 85 minutes, made by Bert Holcomb and Laurence Duffie with a Columbia car in 1994. Altogether, over twenty drivers have left Chicago with the intention of lowering Holcomb's time but very few of them got further east than Cleve-and without being so far behind Holcomb's time, but very few of them got further east than Cleve-land without being so far behind Holcomb's time, as to make it practically useless to continue. The most conspicuous of all titlals for new record figures was that recently made under the auspices of a Chicago newspaper in which several cars were utilized in conveying a message from Chicago to New York city. In spite of good cars, well drilled crews and thorough general organization the last relay reached New York over nine hours behind Holcomb's time.

One of the latest models produced at the Toledo factory of the Pope Motor Car Company is a Pope Toledo touring runabout. It is a high grade runabout capable of doing all that is required of large touring machines. The rear individual geat is especially intended for the chauffeur and may be lowered when not in use. The extreme end of the ody is fitted with a Hft lid and provides considera-

Fort Piain, a town of 2,500 inhabitants located in the Mohawk Vailey, possesses twenty automo-biles, nineteen of which are air cooled Franklins. The nineteen owners of Franklins in this town are, from a matter of civic pride, bent on converting the wentieth man, and their feeling on the subject is to keen that they have combined, with the idea of keeping out all cars but Franklins.

Autoists who attended the recent hill climbing contest at Mount Carmel, Conn., state that in view of the heavy rain, slippery roads and the good time made by the contestants it was one of the most remarkable efficiency trials of the season. The incline negotiated on York Mountain is three-quartery of a mile long, with a grade averaging about 20 per lent. Of the twenty-five entrants the best time was made by R. L. Lockwood in a 16 horse-power, two cylinder Reo (8 miliguies 55 seconds), while its incarest competitor, a 30 horse-power car, finished in 7 minutes 12 seconds. The prize cup was awarded to the owner, Thomas Whitfield of New Haven, Cunn.

John Strang Foster recently took advantage of the New Amsterdam Motor Company's liberal demonstration offer for the Crawford car, and the result was the purchase of the car and the addition of Mr. Foster to the rapidly growing list of Crawford en thusiasts. This company charges a moderate rental per hour for demonstration of the Crawford up to 200 miles, and if the prospective buyer becomes a purchaser she rental is refunded.

The General Vehicle Company, incorporated May 26, 1836, under the laws of the State of New York, has purchased the entire manufacturing plant and patents of the Vehicle Equipment Company and is prepared to execute orders for commercial vehicles of the latest design, as well as to furnish parts for repair or renewal of any carriages, wagons or trucks heretofore built by the Vehicle Equipment Company.

ment Company.

By doubling its force and working a night shift the Ford Motor Company has been able to reach thelen days point in deliveries of six cylinder cars. The daily output now is eight of these big touring cars—the largest output of 40 horse-power cars yet reached in the automobile business.

The Frayer-Miller Motor Car Company has on exhibition one of the large cylinders (7)4 inch bore z 614 inch stroke) such as is to be used in the three Prayer-Miller Venderbilt cup racing cars. This is the largest thing ever attempted in air cooled

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Cost \$7,500, at reasonable figure: Fifty horse Thomas
glass front, \$1,800 (worth \$2,800); Ford, side entrance Tonneau, glass front, like new, \$600; Oldsmobiles, \$150-3200; Hainler, like new, very swell,
\$2,000; Autocar, type cight, \$425, Autocar Runabout,
top, \$450; Peerless (\$3,000 Model), \$625; Locomobile
Limousine, Al order, (Body cost alone \$1,400) at
\$1,200; Maxwell-Briscoe, used three weeks, big
sacrifice; 40-45 Mercedes, \$2,500; absolutely new,
1906 Locomobiles, \$0.35 and 15-20, prices right;
1906 Pope-Toicdo, complete; another Pope-Toicdo,
side entrance, \$000 (same as new); Ten Autocars,
cheapest ever; \$4,000 Peerless, powerful, side entrance, \$1,250; Nice Assortment Cadillace, \$250 up;
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